

# CHINA

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4400.

號七月八年七十七百八千一英

HONGKONG, TUESDAY, AUGUST 7, 1877.

PRICE, \$24 PER ANNUM.

# MAIL.

日廿月六年丑丁

## Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

A N Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3 o'clock p.m., for the purpose of Confirming the Special Resolution passed at the Meeting of Shareholders held This Day.

By Order,

W. H. RAY,  
Secretary.

Hongkong, July 31, 1877. au21

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

A N Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3.15 p.m., in order to take into consideration a Special Resolution to alter the 5th Article of the Company's Memorandum of Association in such manner as to provide for a subdivision of the Company's existing Shares and a division of its Capital into Shares of One-third the amount fixed by the said Memorandum of Association; and to take into consideration further Special Resolution to alter Articles 31 and 75 of the Company's Articles of Association in the manner required by the said alteration of the Memorandum of Association.

By Order,

W. H. RAY,  
Secretary.

Hongkong, July 31, 1877. au21

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

### ADJUSTMENT OF BONUS FOR THE YEAR 1876.

S HAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

By Order,

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, August 1, 1877. au21

CANTON INSURANCE OFFICE.

### ADJUSTMENT OF BONUS FOR THE YEAR 1876.

S HAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

By Order,

JARDINE, MATHESON & CO.,  
General Agents.

Hongkong, May 1, 1877. au21

THE UNION MARINE INSURANCE COMPANY, LIMITED.

T HE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHEW, are prepared to accept Risks and Insure Policies by any First-Class Steamers, at current rates, Payable either here, in London, in LIVERPOOL, or at the principal Ports of INDIA and the EAST.

By Order of the Board,

BIRLEY & CO.,  
Agents.

Hongkong, May 21, 1877. au22

W. BALL,  
CHINA DISPENSARY.

I MPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

P RAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 18, 1877.

AB YON,  
SHIPS' COMPRADORE AND STEVEDORE.

L ADIES and GENTLEMEN Detractors of having their PIANOS REPAIRED by the Undersigned, will please oblige with early orders, as he is about to return to SWANGHAL.

Orders may be left with Messrs LANE, CRAWFORD & CO., or Messrs GALT & CO., A. HAHN, STORES

Of the best quality and at the shortest notice.

Hongkong, July 10, 1877. au20

## Intimations.

K WONG HING CHEUNG & CO., COAL MERCHANTS,

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. AXHOR has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAY JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. au19

## Now Ready.

"THE CHINA REVIEW,"  
No. 6, VOL. V.

Annual Subscription, Six Dollars and a Half.

### CONTENTS.

Review of a Chinese Manuscript New Testament.

A Legend of the T'ang Dynasty.

Ethnological Sketches from the Dawn of History.

Brief Sketches from the Life of K'ung-ming, (Continued from page 318.)

The Tang Hou Chi, A Modern Chinese Novel.

Ancient Peking.

Notes on Chinese Grammar (Continued from page 286.)

Short Notices of New Books and Literary Intelligence.

Collectanea Bibliographica.

Notes and Queries:- Inheritance and "Patria Potestas" in China.

Tonic Sol-fa Notation in China.

Chinese Novels.

A Difficult Character.

Chinese Cloisonné Enamel.

Russian Sing-Solists.

The Eight Genii.

The Flesh of Hare.

Seeds of Sorghum.

Aniseed Oil and Sandalwood.

Hirata.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, July 7, 1877.

## To Let.

TO LET.  
NOS. 4, and 5, PECHILI TERRACE, ELGIN STREET.

Apply to

M. LANE, CRAWFORD & CO.

Hongkong, July 30, 1877.

## To Let.

AT  
BRITISH KOWLOON.

A MATSHED BUNGALOW, near KOWLOON HOTEL contains Four Rooms well furnished. Rent Moderate.

Apply to

D. NOWROOZEE,

HONGKONG HOTEL.

Hongkong, August 3, 1877. au10

## To Let.

FOR SAN FRANCISCO.  
The 4 1 British Bark "LORD MACAULAY," Capt. MONEMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & CO.

Hongkong, July 28, 1877.

## To Let.

FOR HAMBURG.  
The 4 1 British Bark "LORD MACAULAY," Capt. MONEMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & CO.

Hongkong, July 20, 1877.

## To Let.

FOR SAN FRANCISCO.  
The 4 1 American Ship "LORD MACAULAY," Capt. MONEMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & CO.

Hongkong, July 23, 1877.

## To Let.

FOR SAN FRANCISCO.  
The 4 1 American Ship "LORD MACAULAY," Capt. MONEMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & CO.

Hongkong, August 1, 1877. au1

## To Let.

FOR PORTLAND.  
The 4 1 American Ship "PILGRIM," will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & CO.

Hongkong, August 2, 1877. au2

## To Let.

FOR NEW YORK.  
The 4 1 American Barkentine "WILLIAM OOB," having the greater portion of her cargo engaged, will load here and have quick despatch.

For Freight, apply to

OLYPHANT & CO.

Hongkong, July 31, 1877. au31

## Shipping.

### Steamers.

FOR SYDNEY & MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN" will be despatched as above on or about the 15th Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 1, 1877.

## Sailing Vessels.

FOR MELBOURNE & SYDNEY.

The 4 1 British Barque "CALDWELL," Captain W. PATRICK, having the greater portion of her cargo engaged, will have quick despatch as above.

For Freight, apply to

ROZARIO & CO.

Hongkong, July 27, 1877.

## Shipping.

### Steamers.

FOR SYDNEY & MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN" will be despatched as above on or about the 15th Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 1, 1877.

## Sailing Vessels.

FOR LONDON.

The 4 1 German Ship "POLYNESIA," Captain SCHAUER, Master, will load here and have quick despatch.

For Freight, apply to

MEYER & CO.

Hongkong, July 11, 1877.

## Shipping.

### Steamers.

FOR LONDON.

The 4 1 British Barque "BON ACCORD," Captain W. SCOTT, Master, will have quick despatch as above.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 1, 1877.

## Shipping.

### Steamers.

FOR LONDON.

The 4 1 British Barque "BON ACCORD," Captain W. SCOTT, Master, will have quick despatch as above.

## Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Argyll having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be once landed and stored at Consignees' risk and expense.

JARDINE, MATHEISON & CO.  
Hongkong, August 3, 1877. au10

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan, Captain H. de SMIDT, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be once landed and stored at Consignees' risk and expense.

DAVID HASSOON, SONS & CO., Agents.  
Hongkong, August 4, 1877. au11

DANISH SHIP DORIS BRODERSEN, FROM SAIGON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be once landed and stored at Consignees' risk and expense.

MELCHERS & CO., Agents.  
Hongkong, July 21, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. E. IRAOUADDY.

## NOTICE.

CONSIGNEES of Cargo per S. S. Empereur, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Cargo remaining undelivered after SATURDAY the 11th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUHEY, Agent.  
Hongkong, August 6, 1877. au11

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUHEY, Agent.

Ex "Djemah."

N. B. 100 bags Stores, ...from Madras, K. Y. 27 pieces, Madeline, &amp;c., Gy Son Tai, ...from Saigon, Hongkong, July 30, 1877.

## Intimations.

AFONG, PHOTOGRAPHER, by appointment, to

H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to

H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wynham Street, formerly ATHLETIC Club,

HAS on hand the Largest and Best

Collection of Views of China, Photographic Albums, Frames, Cases, &amp;c., of assorted sizes.

Ex B. S. Radnorshire have a supply of very handsome East Asian

Albums and Velvet Covers, assorted sizes,

Illuminated Albums for Portraits, Tobacco

Pouches, in Shape of Skulls, Rats, &amp;c.,

and a nice choice of Gift Mountings for

Frames, &amp;c.

Hongkong, March 28, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

MATCHLESS, American ship, Capt. John C. Dawes.—Douglas Lapraik &amp; Co.

LEADING WIND, American ship, Captain F. M. Hinckley.—Meyer &amp; Co.

JATO, Russian ship, Capt. C. F. Moberg.—Order.

ALFINGTON, British barque, Captain G. Cunningham.—Weller &amp; Co.

ANTWERP, British barque, Capt. Atkins.—Melchers &amp; Co.

MIGNON, American 3m. schooner, Capt. L. H. Soule.—Order.

NORTHERN STAR, British barque, Captain John Worley.—Order.

DODS BRODERSEN, Danish ship, Captain S. Nielsen.—Order.

TWILIGHT, British barque, Capt. Dalrymple.—Jardine, Matheson &amp; Co.

PENSHAW, British barque, Captain John S. Atrey.—Meyer &amp; Co.

NIMOD, British barque, Capt. Clark.—Captain.

PRIDE, American ship, Capt. N. Foulke.—Order.

SUNDIA, British ship, Capt. Lightbody.—Russell &amp; Co.

## To-day's Advertisements.

FOR SWATOW, AMOY &amp; FOOCHOW.

The Steamship

"YESSO,"

Capt. S. ASHTON, will be despatched for the above Ports TOMORROW, the 8th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.

Hongkong, August 7, 1877. au8

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"IRAOUADDY,"

Comit. BAULE, will be despatched for SHANGHAI on WEDNESDAY, the 8th Inst., at 2 p.m.

H. DU POUHEY, Agent.

Hongkong, August 7, 1877. au8

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"VOLGA,"

Comit. ROLLAND, will be despatched for YOKOHAMA on WEDNESDAY, the 8th Inst., at 5 p.m.

H. DU POUHEY, Agent.

Hongkong, August 7, 1877. au8

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;

Also,

PONDICHERRY, MADRAS, CALCUTTA AND BOMBAY.

## NOTICE TO CONSIGNNEES.

THE BRITISH BARK WOODHALL, FROM HAMBURG AND ANTWERP.

CONSIGNEES of the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th August, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contracts and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY, Agent.

Hongkong, August 7, 1877. au8

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H. DU POUHEY, Agent.

Hongkong, August 7, 1877. au8

## NOTICE.

M. R. H. M. BLANCHARD is authorized to sign the Company's Bills of Lading, via Mr. G. W. BAFFEY.

GEO. E. EMORY, Agent.

Hongkong, August 7, 1877. au8

## GENERAL WEEKLY SALE.

LANE, CRAWFORD &amp; CO. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 10th August, 1877, at Noon.—

An Invoice of Handsome Crystal and Electroplated Kerosene and Oil Lamps, Crystal and Electroplated Gasoliers, Bracket Lamps, Lustres, Hall Lamps, Etc. Etc.

Silk Umbrellas, Handkerchiefs, Napkins, Butcher's Knives, Cotton Socks, Sewing Needles.

Also,

1 bale Cotton Yarn.

Revolvers, Cider.

1 piece Oil Cloth.

1 do. do. 24 ft. by 90 ft.

do. do.

NOTICE OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, August 7, 1877. au8

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H. DU POUHEY, Agent.

Hongkong, August 7, 1877. au8

A. H. Möller, Bangkok July 23, Rice.

CHINSEA. Aug 7, Woodhall, British barque, 723.

John R. Lowe, Antwerp April 13, General.

MEYER &amp; CO.

Aug. 7, China, German steamer, from Canton.

Aug. 7, Feng-chou-hai, Chinese R. C., from a cruise.

Aug. 7, Hart, H. M. gun-vessel, 461, Act-comdr. Garbett, Mira Bay Aug. 7.

DEPARTURES.

Aug. 6, Patroclus, for London, d.c.

7, Norma, for Swatow.

7, Bertha, for Guam.

Cleared.

Pernambuco, for Shanghai.

Samos,

Harbour Master's Office and at the Police Hulk.

At 6 o'clock the Barometer at Messrs Falconer & Co.'s marked 29° 54' and seemed to be going down—but very slowly, if at all.

Reports were in circulation during the day that a typhoon of eight hours' duration had visited Amoy during last night; but the statements lacked authority, and could not be traced. An official telegram was received this afternoon, however, from H.M.'s Consul at Amoy, to the effect that a North-East gale had been blowing there since Sunday, and that the Barometer there was "29.26, steady."

#### Police Intelligence. (Before James Russell, Esq.)

7th August, 1877.

#### INCAPABLE.

James Robertson, a fireman on board the S. R. Argyle, was brought up for being drunk and incapable in the street. He was removed in a chair to the Station. In consideration of the defendant's detention in the Police cell, he was discharged.

#### ASSAULT &c.

Lam Amea, a hawker, was charged with assaulting one Woo Akeung, a coolie. The complainant had a box on his bed, and some money was stolen from it. He had his suspicion against the defendant from what he heard of him, and charged him with the theft. The defendant thereupon struck him with a stone. Discharged.

#### A CONFIRMED GAMBLER.

Wong Akow, a hawker, was brought up for gambling at West Point. He has had six previous convictions against him, and was now sent to two months' hard labour.

#### INDIGENT EXPOSURE OF PERSON.

Wong Atai, a coolie, was brought up for bathing in a stream in front of the Diocesan School at West Point. He was caught by Mr. W. Arthur, the school-master. The place was in view of the School and was adjoining a public road. Fined \$2.

#### A MAD WOMAN.

Lee Lin Tai, described as a married woman 21 years of age, was charged with being insane in the street. She had a grass-cutter's hook and was beating it against a rock. Remanded till the 9th inst. for examination by the Colonial Surgeon.

#### LARCENY.

Lam Aping, a Station coolie, was charged by Inspector Cameron with stealing about twelve catties of oil from the Station. Remanded till the 8th inst.

#### CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, 7th August, 1877.

"Date Cetra quid Cetra est."

Sir,—I am in a position to confirm the statement made by a "Portuguese" in his letter published in the *Daily Press* of the 4th instant.

Mr. Romano has rendered valuable services not only to his Government, but also to every Portuguese who sought for his assistance. The majority of the Community are justly disappointed with the non-confirmation of Mr. Romano, and they would have made a petition to the King asking his reinstatement in the post, had not they been assured by him that he would not accept it, and that he was going to tender his resignation. Now, I am informed that the members of the Club Lusitano propose to have an address presented to Mr. Romano, shewing their appreciation of the valuable services rendered by him, without any compensation by the Government, during the time he has had charge of the Consulate.

Mr. Romano's services are so highly prized by the Macao Government, that he has received despatches from nearly all the heads of departments in the Macao Civil Service, expressing sympathy with him.

I am assured that Mr. Romano will not leave a stone unturned to discover the intriguer. Now I can only say that some M. Rodin had something to do with the affair, though we may not be apprehensive of any repetition of the Joanna d'Arc's tragedy. What has been written in the romances, is now proving a reality,

*Alerta pois Compatrício.*

Thanking you for the insertion of this letter in your to-night's issue,

I remain,

Your obedient Servant,

UM LIBERAL.

CHINA AFFAIRS AT HOME.  
(From our own Correspondent)

LONDON, 29th June, 1877.

Affairs connected with China in this part of the world, never very stirring, are at present in a complete state of stagnation. If we except a few little paragraphs, frequently amusing and rarely always inaccurate, which appear from time to time in the daily papers, nothing in a public way is noticed, and one might almost imagine that no such a place as China existed in the world. From time to time Sir Rutherford Alcock appears at the Geographical Society or at some other public place, like one of the pillars of Stonehenge, suggestive of past glory amidst present desolation.

The last occasion on which he spoke was at a meeting at the Mansion House in favour of the establishment of a hospital for paying patients—a very good idea upon which he spoke with his accustomed fluency.

They seem less afraid of their audience boldly. Here everybody who is not a magnet of the first class seems terribly afraid of being sat upon, and certainly not without reason, as the distinctions of classes and the habit of toadyism go to lengths which are rather distasteful after one has become accustomed to the more genial social tone in the East. People complain a great deal about social life in China; but I find that most of the old Chinese I meet here would be very glad to get back to it. "What a coolie life one lives here" was the explanation of the partner in a merchant's house to me in the other day—"here I have to get lunch elbowing in my way through a crowd and standing at a bar, while the youngest junior out in China has his boy and every luxury that can be procured." Of course, this is only the old story of

the Israelites crying for the flesh-pots of Egypt, and I have no doubt in the course of a few months, you will meet my friend at the Hongkong Club and hear him, while imbibing cool drinks and sitting under a comfortable punkah, bewailing being away from all the home comforts and joys of dear old England. Seriously, however, I certainly think people in China underestimate the advantages they enjoy in the way of material comforts; and idealize the enjoyments of home life very greatly. Each kind of life has its advantages and disadvantages; and barring the question of climate, I think life is about as good in China as at home, except for those lucky few who are able to bring a fortune back with them.

A case, that of De Bussche v. Alt, has just been decided in the Courts here, which I should think will produce a prodigious effect in Japan. Its nature can be stated in a couple of words. The point at issue was simply whether the defendant was called upon to refund certain sums of money which he had received on the sale of a steamer for the plaintiff in excess of what he had accounted for. A plea was set up by the defendant, that a custom existed of the agents taking over vessels at the minimum asked by intending sellers, but the Court would not listen to this, and gave judgment without hesitation in favour of the plaintiff. The decision will probably cause a little sensation in the land of the Rising Sun, as transactions of this kind have been pretty numerous there, and I suppose people will now all be setting claims on foot. In these hungry days people will be delighted indeed to find themselves entitled to unexpected plums passed over either through ignorance or carelessness in the good old times.

The accounts concerning the European crop of silk are most conflicting. There is however, no doubt that the Italian crop is not much better than last year and the quality is said to be inferior, but the curious thing is that prices of raw silk in Italy itself continue low and the market as dull as it can be. This does not look much as if the Italians themselves—who ought to know about the matter—looked for a great shortness in the supply.

#### LONDON GOSSIP.

LONDON, June 29th.

The piers and public promenades of Southwicks at the present time are enlivened by the presence of twelve Chinese, who have taken up their temporary residence at Sandringham House, and whose appearance in their curious but picturesque national costume never fails to produce a flutter of excitement. They are all officers of the Imperial navy of China, and their purpose in coming to England is to inspect the dockyards and complete their education.

Their ages vary from seventeen to twenty-six, and they all speak English. After a

time spent in preliminary study six of them will proceed to the Naval College at Greenwich, three will enter the English navy, and the remainder will attach themselves to various training schools.

There is no attraction (says *Punch*) for a woman nowadays, after her glass, so powerful as the box-seat of a coach. The members of the Four-in-Hand and Coaching Clubs are literally besieged by beauties demanding as a right to sit well in front.

As a rule the beauty gets what she wants.

In the marriageable world every girl who knows who's who and what's what now looks forward to a coach with her husband that is to be.

As knowing Mrs. Bryant tersely puts it, "My May is a Match that will only light upon the Box."

A remarkable and almost unprecedented occurrence took place on June 27th, which is worthy of a passing record. His Royal Highness the Prince of Wales lodged in the Private Bill Office a petition (which bears his autograph) through his Parliamentary agent, Mr. W. A. Loch, praying to be headed against the Norfolk Estuary Bill before the committee appointed by the House of Commons. The Bill in question is a "Private Bill," introduced in the course of the present session, and grouped in Class M., and has been appointed to be heard on Tuesday next. His Royal Highness will, of course, be represented by counsel, inasmuch as he petitions in his capacity as a Norfolk landowner.

Mr. T. Brassy, M.P., and Mrs. Brassy

were, as a welcome home, entertained at a dinner at Hastings on June 27th. In acknowledging the compliment Mr. Brassy explained that the principal object of his voyage was to get personal experience of the operations of the mercantile commerce of England which he could not obtain from Bluebooks.

Funch says "The Priest in Absolution,"

by a much-needed application of soap and water to his dirt, will become "The Priest in Absolution," "ducked in the most convenient horse-pond," "The Priest in Solution;" and, in relation to the Church he does his worst to bring into hatred and contempt, "The Priest in Dissolution"—of the Establishment.

The same authority also hopes that "The Priest in Absolution" will be followed by "The Horsewhip in Application."

The report that the men of the French army were ready for the late war even to the last button of their gaiters is a matter of history, and it appears that our authorities have not been overlooking minor details in preparing for the possible embarkation of troops. In looking over every article that might be required, it is stated that some official discovered that if any large number had to be embarked there would not be spoons enough to supply every mess. The idea of two men using the same spoon was not to be entertained, so, on the chance of their being required, some fifteen thousand extra spoons of the approved pattern were ordered to be delivered by the contractor. It is gratifying to know that we are ready, even to our spoons.

A new railway station at York, which is acknowledged to be the largest in the world, has been opened this week. A great distinction between the old station and the new, one is that the latter, not being terminal, the dangerous practice of shunting backwards and forwards is done away with. The station is entered through a portico 150 ft. by 55 ft., approached by a broad dome. The length of the platform is to be 1,600 ft., whilst the covered portion of the station is in length 800 ft., and in breadth 234 ft. The height is about 50 ft. The total length of the St. Pancras Station in London is but 839 ft. The roof of the York Station consists of four semicircular bays, the largest of which is 81 ft. wide. The first class waiting-room is 70 ft. by 80 ft.; the second class 40 ft. by 25 ft.

A friend who is clever at anagrams, has amused himself by transposing the names of "Diseas" and "Gladstone," which somewhat apparently resolve themselves into "I like sin" and "O, I like thy."

The resistance of the Turks, says a cor-

respondent, must be called feeble, since they did not prevent 208 boats passing to and fro on a broad river. A whole fleet of Turkish craft, one of them a war vessel, was to be discerned in the neighbourhood, but took no part in the action. "Though the Russians have passed here easily," says the correspondent, "it is not so higher up the river, near Turn Maguire, where their attempt has failed." This connects itself with the burning of Niropolis, mentioned in the Czar's telegram, but on this part of the subject we must wait for more exact information. It remains to be seen whether there was a real attempt by the Russians to pass at the higher point, and in what manner the operation was carried out. This, however, is now a matter of secondary importance. The Russians, being established on the Bulgarian bank at one point, will pass over a sufficient force to seize what positions may be favourable, and then the mass of the army will cross. The campaign may now be looked upon as having begun in earnest.

The *Daily News* correspondent at Sistova gives the following account of the passage:

Last night (June 26) after dusk the 14th Division of the Russian army commenced preparations for crossing the Danube from the swampy meadows below Simmitza to a point about two miles below the Turkish town of Sistova. The crossing was effected at dawn. The first detachment crossed from the earliest dawn under a heavy fire from the Turkish cannon and infantry. The latter were driven away from the landing place at the point of the bayonet. By seven o'clock the whole brigade was across. The Turkish guns, which were not numerous, were silenced in the course of the morning by the Russian field artillery. Before noon to-day (June 27) the great bulk of the division had crossed, and another division was waiting to follow. About nine o'clock, the Turkish infantry, some 3,000 in number, made an attack on the troops which had landed, but it was repulsed by the musket fire of the Brigade Yolokha, which soon after occupied the heights. Sistova will be occupied and a bridge thrown across the river to-morrow. The younger Grand Duke Nicholas was present from the beginning, and greatly distinguished himself. Later in the day the Grand Duke Nicholas himself and General Nopokotzky arrived. The Russian troops fought splendidly. Their loss is comparatively slight.

Telegraphing on June 28, the same writer says:

Action has commenced along the whole line. Yesterday's cannonade of Giurjevo was especially furious. In the Dobrodscha the ground is difficult for transport of heavy guns, and the Russians there have consequently only light field pieces. They construct pilot bridges through the swamps. The march, therefore, is rather slow, though the plains are quite deserted. After the Russians occupied Hirsava 4,000 Turks retired to Gisadreli. The day before, between Oitenitz and Turktula, there was shelling for five hours, and a Russian general was fatally wounded. In Giurjevo great destruction has been caused by the Turkish fire. The Turks chiefly aimed at the house of the German Consul, because it was believed that the Czar had taken up his quarters there. At Giurjevo itself yesterday morning the crossing had not been effected; but at Flamanda, where a furious battle was raging for hours a Russian division succeeded in obtaining a firm footing. At Turna Magurela there were many wounded that the ambulances were full, and they had to come back afterwards for more dead and wounded. The Czar himself was present. At Simmitza part of a division crossed, and at Kalarash nearly 10,000 men had crossed on an island in the river. Last night it was not yet known whether all had passed the Danube.

CROSSING THE DANUBE.

The Grand Duke Nicholas crossed the Danube in force on June 28, at Simmitza, which lies almost midway between Giurjevo and Turn Magurela, near the point where the river Vede flows into the Danube, and not far from the town of Alexandrija, to which the Russian head-quarters have been lately transferred.

This section of the river between the Aluta and Giurjevo has been indicated by many appearances as the part where the great venture of the war would be tried, though the precise spot might be uncertain. Here were gathered no less than six Russian Army Corps, the 4th, 8th, 9th, 11th, 12th, and 14th. The 9th Corps, commanded by General Kridener, lay westward by Turn Magurela; the 8th, under Radetzki, at Simmitza; and the 14th in the neighbourhood of Giurjevo.

It is the two first-named which have been engaged in the operations of June 28. The chief event is announced by a telegram from the Emperor of Russia to the Empress. The 8th Corps, preceded by the 14th Division, crossed at Simmitza, and carried the positions of the enemy.

The crossing of the river continues unimpeded; and the fighting proceeds.

Nicopoli, aids

to the Czar, has been burnt by the bombardment—an intimation which takes us away from the fighting at Simmitza and turns our attention to a point higher up the river, opposite Turn Magurela, where also the Russians were expected to make an attempt.

Mr. Plunkett, the first Secretary to the British Legation at Washington, in a paper incorporated in the late supplementary report to the British Parliament on the subject of silver, calls attention to this fact.

He says: "Large exports were made from San Francisco to China and Japan, partly owing to increased trade, but partly in consequence of the mode adopted by British merchants for settling accounts with their creditors in China by direct shipments of silver from San Francisco, whereby they save from one to two and a half per cent."

The saving is effected in three ways: (1) It costs less to send silver from this city direct to Hongkong than by the other and more circuitous route, which required three handlings; (2) the insurance on a lot of silver going direct from port to port is less than by the old tedious circuit; and (3) there is a saving in interest by reason of the lesser time for which the creditor is out of his money.

When this discovery was made the course of trade also strongly favored the change,

which has since taken place in the method of settling Oriental balances. The English merchant was, as he is still, but in a different way, the central figure in all these transactions. He had always balanced to clear up in China, while, at the same time, he had balances coming to him and New York. There was the additional circumstance, also, that the San Francisco merchant had always a balance to pay in New York. Nothing, therefore, was more simple than the offsetting, by the English merchant, of one account against the other, the transaction winding itself up by a shipment of silver across the Pacific. If there were not enough coming to him in San Francisco to square his accounts at Hongkong, he could make use of our New York indebtedness for the same purpose.

But all this is changed now. The balances

of trade as against the world has been for two years in favor of the United States.

How it stands between the United States and Great Britain we have not the figures at rest.

As might have been expected, they have been able in so long a river-course to

find a place where the bank was insufficiently guarded, and to throw across in a few hours a force sufficient to resist any Turkish attack, and keep the passage open for the rest of the army.

The resistance of the Turks, says a cor-

respondent, must be called feeble, since they did not prevent 208 boats passing to and fro on a broad river. A whole fleet of Turkish craft, one of them a war vessel, was to be discerned in the neighbourhood, but took no part in the action. "Though the Russians have passed here easily," says the correspondent, "it is not so higher up the river, near Turn Magurela, where their attempt has failed." This connects itself with the burning of Niropolis, mentioned in the Czar's telegram, but on this part of the subject we must wait to determine. But it has been against that nation, on this coast, for some time, by reason of our enormous exports of wheat. The British merchant, therefore, instead of adjusting credits, has been of late a simple purveyor of silver in this

city. But however his relations may vary, he must hereafter come here for that metal. This gives the seller that voice in the fixing of the price of which he was deprived when the whole business was done in Lombard Street.—*San Francisco Bulletin.*

#### BUSINESS NOMENCLATURE.

(British Trade Journal.)

The *Philippine Trade Journal* gives a list of misnomers applied to articles well known in trade, but while professing to set others right it is not uniformly correct in its own statements, as our parenthetical notes will make plain. The journal says, "Why should trade not have a Johnson or a Webster to classify and correct the mass of inconsistencies that go to make up its nomenclature?" While we tax our brains to invent 'fantastic' names for every new fabric, varied perhaps only by a thread or a shade from what our grand-parents wore a century ago, there are in use positive misnomers for many staple articles of merchandise. The following imperfect list, culled from sources ready at hand, will give a faint idea of them:

Acid (sour), applied in chemistry to a class of bodies to which sourness is only accidental, and by no means a universal characteristic. Thus rock crystal, quartz, flint, &c., are chemical acids



MAILS.

STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London,  
Also,  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
*MIRAZPORE*, Captain PARISH, will leave  
this on SATURDAY, the 11th August, at  
Noon.  
For further particulars, apply to  
A. LIND, Superintendent,  
Hongkong, August 1, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STREAMSHIP  
COMPANY.

THROUGH to NEW YORK, via  
OVERLAND RAILWAYS, and TOUCHING  
AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamer *CHINA*  
will be despatched for San Francisco  
via Yokohama, on MONDAY, the 20th  
August, 1877, at 3 P.M., taking Passengers  
and Freight, for Japan, the United States  
and Europe.

Through Passenger Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mikuni Bishi S. S. Company  
will leave Shanghai, via the Inland Sea  
Ports, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 p.m., 19th August. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland  
Cargo are requested to endorse on the  
Envelope the Marks and Nos. of Packages  
Shipped, to correspond with those in their  
Bills of Lading.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & CO., Agents.  
Hongkong, August 4, 1877.

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be des-  
patched for San Francisco via Yokohama,  
on WEDNESDAY, the 22nd August,  
at 3 p.m., taking Cargo and Passengers to  
Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 21st August. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 3, Queen's Road Central.

G. B. EMORY, Agent.  
Hongkong, August 7, 1877.

INSURANCES.

HAMBURG-MAGDEBURG FIRE INSURANCE CO. OF HAMBURG.

THIS Company is now Prepared to  
Issue Policies against LOSS or  
DAMAGE by FIRE at Current Rates.  
Every Risk taken by this Company is  
participated in by Three of the largest  
German Fire Insurance Companies, re-  
presenting an aggregate Capital and Surplus  
of over SIXTY MILLION MARKS,  
equal to FIFTEEN MILLION DOLLARS,  
thus enabling this Company to accept large  
Lines.

SANDER & CO.,  
Agents.  
Hongkong, June 26, 1877.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL Taels 400,000, EQUAL TO  
\$555,555.16.

Directors.

LEE SING, of the Lai Hing Firm,  
CHAN SHUNG LAI, of the Lai Yuen Firm,  
WONG YIK FUN, of the Chun Cheong Wing  
Hong.

LOO YEE, of the Yee On Firm,  
KONG SOIY FUNG, of the Tung Sang Wo  
Hong.

WONG FAK CHONG, of the San Tye Lee  
Hong.

FUN FONG, of the Wy Sing Firm.

Manager—HO AMEL,

MARINE RISKS on Goods, etc., taken  
at CURRENT RATES to AUSTRALIA,  
CALIFORNIA, MANILA, SINGAPORE, SAIGON,  
PERANG, and to all the TREATY PORTS of  
China and Japan.

HEAD OFFICE, 48, Bonham Strand,  
Hongkong, June 1, 1877.

## INSURANCES.

## THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tael Two Million,  
in 1,000 shares of Tael 2,000 each.  
PAID UP CAPITAL—Tael Six Hundred  
Thousand, or Tael 600 per share.

## PROVISIONAL COMMITTEE.

P. H. BELL, Esq. (Messrs Adamson, Bell & Co.)  
M. S. GIBSON, Esq. (Messrs David Sassoon,  
Son & Co.)

JAMES HARRIS, Esq. (Messrs Turner & Co.)

HUGH SUMMERS, Esq. (Messrs John Forster  
& Co.)

A. G. WOOD, Esq. (Messrs Gibb, Livingston  
& Co.)

## HEAD OFFICE—SHANGHAI.

Secretary—HENRY S. MORRIS, Esq.

## BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION.  
BRANCHES, CORNELL, E.C., HONGKONG,  
YOKOHAMA.

## A. G. N. C. I. E. S.

At the principal ports in the East and Australian  
Colonies.

THE Company will be constituted on  
the 1st January, 1878, as a permanent  
Marine Insurance Company, to carry on the business (established in 1863)  
of the NORTH CHINA INSURANCE COMPANY,  
1875-1877.

A Reserve Fund will be formed of Tael  
400,000, by setting aside a portion of the  
profits at such times and in such sums as  
the Shareholders shall decide.

The net profits of the Company for each  
year will be divided amongst the Share-  
holders, in the following manner:

One-third over the Shares, a portion  
thereof being set aside for the formation  
of a Reserve Fund as above stated.

Two-thirds as a return to Contributors  
(being Shareholders), in proportion to  
the Premium paid or influenced by them.

A revision of the Share List will take  
place at the end of every three years, and  
for this purpose power will be given to the  
Directors by the Deed of Settlement to withdraw  
at the before-mentioned periods  
all or any of the Shares held by Share-  
holders who have not contributed Premium  
or whose contributions during the pre-  
ceding three years have not been in proportion  
to the number of Shares held.

Shareholders retiring from the Company  
in pursuance of the above regulation, will  
be notified at least three months prior to  
the date fixed for any such revision of the  
Share List, and will have the option of dis-  
posing of their Shares in either of the  
following ways:

They will be at liberty at any time after  
receipt of notice of withdrawal, and  
prior to the date of revision, to sell  
their Shares to any person approved  
by the Company and accepted as the  
transferee;

Upon surrendering their scrip certificate  
for cancellation at the time of such  
revision, and pursuant to notice, will  
receive a return of the Capital paid up  
thereon; and so soon after as the  
financial position of the Company up  
to the date of the revision can be ascer-  
tained and the accounts adjusted, they  
shall also receive a pro-rata share of  
the Reserve Fund, if any accumulated,  
together with such proportion of the  
unappropriated profits as may be found  
due to them.

They will be at liberty at any time after  
receipt of notice of withdrawal, and  
prior to the date of revision, to sell  
their Shares to any person approved  
by the Company and accepted as the  
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Upon surrendering their scrip certificate  
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financial position of the Company up  
to the date of the revision can be ascer-  
tained and the accounts adjusted, they  
shall also receive a pro-rata share of  
the Reserve Fund, if any accumulated,  
together with such proportion of the  
unappropriated profits as may be found  
due to them.

NOTICE IS HEREBY GIVEN, that Applications  
for Shares in the undermentioned  
form will be received at the offices of the  
Company, from residents in China and  
Japan, until the 30th September; from  
London and distant ports until 31st Octo-  
ber next.

FORM OF APPLICATION FOR  
SHARES.

To the Provisional Committee of the  
NORTH-CHINA INSURANCE COMPANY.

Gentlemen,

..... hereby request that you  
will allot to ..... Shares in the  
above Company, and ..... agree to  
accept such Shares, or any less number  
you may allot to ..... and ..... agree to  
agree to pay the first call of Tls. 600 per  
Share, and all subsequent calls, and to  
subscribe the Deed of Settlement when  
required to do so.

Gentlemen,

Your obedient servant,  
.....

.....

.....

Forms of application for Shares can be  
obtained at the Head-office, or by applica-  
tion to the Agents of the Company.

Shanghai, June 18, 1877.

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